

# THE ROANOKE TIMES.

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ROANOKE, VA., OCTOBER 16, 1890.

## MAX MEADOWS.

Rip Van Winkle could not have been more astounded at the changes he saw after his long sleep than would any person who left Southwest Virginia ten years ago and returned to-day.

In place of sleepy, dull hamlets and evidences of agricultural and primitive simplicity, appear towns and railroads, the tall stacks of furnaces, the ceaseless rush and hum of enterprise and industry.

One of these transformed villages is Max Meadows. The history of its achievements and its future are fully set forth in another place, to which we refer our readers. But we wish especially to use the example of this thriving and progressive center to illustrate to the public the tremendous energy which characterizes the developments of Southwest Virginia.

We cite Max Meadows, because, while many others present the same general characteristics, that town combines the enterprising spirit of the most enterprising, with the safe and conservative business methods of the Philadelphia and foreign capitalists who are at the back of its industries and developments.

All the requisites for a strong and rapidly growing town are present. The elevation is over 2,000 feet, the scenery is beautiful, the climate healthful, the water supply pure and abundant. In the neighborhood are fine iron ores; the coal fields are near at hand; the lumber supplies justify the erection of mills and wood-working manufactories.

As if these inducements were not enough the Max Meadows Land and Improvement Company (composed of men of high business standing and success) surround their propositions with every safeguard for the investor which ingenuity can suggest.

## A NEW FUTURE FOR VIRGINIA BROWN ORES.

We beg leave to call our readers' attention to an article published elsewhere entitled "The Magnetization of Iron Ore." In our judgment, as far as Virginia is concerned, it is the most important paper that has been published for many years, if ever before. While in parts it is technical, yet the conclusions reached can be appreciated by any one interested in iron ores.

The concentration of magnetic iron ore is an old story. The enormous advances made in electrical machines of late years have resulted in the utilization of vast quantities of magnetic iron ores, which otherwise would have lain undisturbed in the ground; but apart from jiggling machines, nothing up to this date has been available for the improvement of brown ores. It is well known that by far the largest percentage of brown ores are wash-ores, and of comparatively low grade, as regards the contents in metallic iron.

That lean brown ores running from 20 per cent. to 40 per cent. of iron can, by a simple and inexpensive process, be brought up to 49 per cent. to 55 per cent. of iron, is such a long step forward as to make it almost impossible to correctly judge as to what it means and what it will lead to.

It means placing the manufacture of pig iron in Virginia on an infinitely higher plane than it has ever occupied before. It means the successful utilization of thousands upon thousands of tons of ores that are now untouched or discarded. It means that mines can be worked more cheaply, because stuff now treated as dead and thrown away can be made of full and large commercial value.

It means a high grade of ore, because the gangue separated from the iron will carry with it a certain percentage of manganese, phosphorus, and especially silica, that now goes into the furnace as a detriment to the iron made.

As we said above, it is a very long

step forward in the right direction, and the thanks of all Virginians are due Mr. Jones for the research and close investigation that has led to such a result.

## A STATEMENT OF FACTS.

The present edition of THE TIMES, 10,000 in number, is prepared with a view of presenting to New England readers a fair and true idea of the development of Roanoke and Southwest Virginia. This section is growing in wealth, population and importance with a rapidity which can hardly be realized even by those who are here on the ground.

Judge the reasons why it grows. It has a mild yet bracing climate, due to the happy combination of a southerly temperate zone and a considerable altitude. It has all the minerals requisite for making iron in close proximity. The class of people, who are drawn here by these opportunities, are of the most progressive types in the country. The industries which are being developed are not experimental. The transportation of trained and experienced operators from other and less favored sections to this gives assurance that no bungling beginners are at the helm of industrial affairs.

Here is a region where every legitimate industry pays, and pays largely, where competition is merely stimulating and not ruinous, and where labor is well paid and contented.

All branches of iron manufacture yield large profits. In fact, every line of manufacturing is lucrative. Builders make fortunes surely and quickly. No field is crowded. Every branch of wholesale trade in the necessary articles of life can expand and be sure of profitable returns.

The special field which THE TIMES seeks to occupy is to bring idle and unprofitably employed capital to this section, which can readily absorb and use it, and to then furnish the owners of such capital reliable information as to the condition of their investments.

## CALL THE MASS-MEETING.

The movement to hold a mass-meeting Friday night in favor of an extension of the Baltimore and Ohio Valley branch to Roanoke is timely. The report to the stockholders' meeting held in Baltimore yesterday indicates that the road is now nearing a position in which it can place from ten to fifteen millions of additional stock to advantage.

If this is so, there is every reason to suppose that the comparatively small sum needed to extend the Valley branch via Salem to Roanoke can be set apart for this purpose, since both Baltimore and this whole region are a unit in its favor.

## A POWERFUL COMPANY.

The Roanoke Development Company, whose prospectus is printed in another column, is another and perhaps the grandest of the great organizations whose fame and enterprise have done so much to put the name of Roanoke into the mouths of men.

Its thirteen hundred acres of land lie in the most favored section of Southwest Virginia, between Roanoke and Salem, along the Roanoke river and the Norfolk and Western railroad. The cities of Roanoke and Salem will inevitably grow together.

These intervening tracts of land will soon hum with the sounds of various industries.

One of the remarkable things in connection with this company is the rapidity with which its stock was taken up. The \$200,000 in stock placed upon the market was taken so quickly that surplus orders poured in for over \$100,000 of stock before the announcement could be made that the books were closed.

This fact was due no less to the splendid chance presented for investment than to the high character and reputation of the men who are the officers and directors of the company.

The special New England edition of THE TIMES issued this morning, indicates the character of Southwest Virginia's enterprise and the capabilities of THE TIMES' editorial, repertorial and mechanical staffs. No other office in Virginia, outside of Richmond, is capable of doing it in the same space of time. All the work was done yesterday and last night.

## PUBLIC IMPROVEMENTS.

The interview with Vice-President Eddy, printed in another column, concerning municipal improvements, deserves the most careful reading. He is trained to close investigation of material facts and he pronounces the streets of Columbus as models to be patterned after.

Think what an advertisement to the world and of what benefit to the city it will be, if Roanoke, can begin its public improvements right and carry them through to a model perfection, with gas mains, sewers and water mains laid so that the pavements will not have to be uprooted by every plumber's assistant who wants to tap a gas-pipe.

Incidentally Mr. Eddy shows his sense of right by siding with the property holders and merchants of Salem avenue against the Street Railway Company.

Compare THE TIMES' news columns with those of any other paper published in a radius of 200 miles. If you want the news you cannot afford to be without it.

## MARVELLOUS MAX MEADOWS.

How a Manufacturing Center is Built Up.

A Sleepy Country Hamlet of 60 Souls to Be Converted Into a Live, Bustling, Wealth-Producing Iron Furnace Town—What Has Been Done and What Is Being Done.

Up to about six months ago Max Meadows was a sleepy little country hamlet, containing about thirty to fifty souls. Before the Cripple Creek railroad was built it was quite a busy place, being the railroad outlet for the country all around Ivanhoe. Small charcoal furnaces scattered through the mountains hauled their iron to this point for shipment, taking their supplies back. The furnaces have suspended operation, and the only business remaining to the place was the shipment of cattle and sheep, the surrounding country being noted for many years for its admirable grazing facilities, owing to the "blue grass" everywhere to be found. The world at large has known little or nothing of the wonderful transformation that has taken place, thanks to the emergency and money of outsiders. What was a quiet country farm is now the scene of a wonderful activity: hundreds of men being employed in transforming a farm into an industrial town.

The combination of Philadelphia and foreign capital, seeing the decided advantages of the location, less than a year ago purchased some 1,000 acres lying on the railroad, which they have been laying out into a town site, and in addition bought large and valuable iron ore properties about two and a half miles distant. The principal attraction to the place was the splendid flow of Reed Creek, a bold, full stream of exceptionally good water. Without a proper supply of water it is impossible to build up a manufacturing town based upon iron, as modern furnaces, mills and steel plants imperatively demand large and constant water supplies.

From Mr. M. H. Maury, the engineer in charge of the furnace building, and its future manager, the following particulars were obtained: While only one furnace is now under construction, the plant has been laid out for four, and additional furnaces can readily be added at any time, without changing or interfering in the slightest degree with the workings of the present one. The furnace is one of the finest and most expensive that has been built in Virginia. It is 17 feet by 75 feet, equipped with 3 Whitwell fire brick stoves 20 feet by 70 feet, 14 double flue-boilers 54 inches by 30 feet, with 2 18-inch flues, and 2 Allis engines, 42-inch steam cylinders, 60-inch stroke and 84-inch blast cylinders, fitted with Corliss valves. These are the first engines of this make and type that have been used in Virginia, and the same engines that have given such satisfaction at the famous Isabella, Lucy and Edgar Thomson furnaces at Pittsburgh, Penna. Unusual attention has been given to large cast-houses and stock-houses. Ground covered by the cast-house roof is 150 feet by 75 feet, and by the stock-house 230 feet by 130 feet. Three tracks run on trestles 20 feet high through the stock-house, and 400 feet beyond. In addition there is a track on the stock-house floor level.

The Hoist is the "Fayette Brown skip hoist," with a supplemental hopper to which is attached the Kennedy Scott patent for regulating the discharge of the stock into the bell, and which has proved so successfully at the Lucy furnace.

Kitter & Conley, of Pittsburgh, Pa., are the contractors. The plant is already so far along as to make most imposing showing, and while far enough off to be of no annoyance to the town, is in full view of every portion of it. Altogether it is a plant to be seen and copied.

The iron company is building a narrow gauge railroad to the ore mines at the end of Draper's mountain, and known as the Henson mines, a distance of three and one-half miles by rail, although only two miles in a direct line. Extensive explorations, running over many months, show the undoubted existence of apparently very large brown ore deposits at these mines, and washing machinery is being erected and improvements made to produce a large amount of good ore.

The company has another source of supply in high grade brown ores of a somewhat different quality, at Clark Summit, only seven miles distant by rail, on the Norfolk and Western railroad. The Consolidated Mining Company has opened up at this point a large mine, capable of yielding from 4,000 to 6,000 tons a month.

The famous "Gossan ores" of Carroll county are only forty miles distant by the Cripple Creek railroad, which makes the Max Meadows ore also a source of supply. The projectors of this furnace plant think that they have a location for cheap and varied ores as good as any, and far better than most of the Southern furnaces. The fuel, of course, is the Pocahontas coke, distance 102 miles. The furnace is expected to be ready to go in about early next spring.

From Mr. H. C. Baker, the manager of the Max Meadows Land and Improvement Company, I learned that a contract has been positively closed for the erection of a rolling mill and horse shoe works, to be located on twelve acres, along side of the furnace grounds. A contract has also been closed for the immediate erection of a large planing mill and sash and door factory. Negotiations are in favorable progress for the establishment of a large engine and boiler works, and a machine shop.

An extraordinary amount of work has been done by the Land Company in laying out the town site, under the direction of Mr. George P. Maury, resident engineer, preparatory to placing the lots on the market. One point is especially worthy of particular notice. A great broad flat runs along the N. & W. railroad for over a mile, and extends to Reed's creek. At a distance of from 600 to 900 feet from the creek, railroad avenue has been laid out, 100 feet wide, running the entire length of this portion of the property. On this avenue provision has been made for two railroad

tracks and a street on both sides, and all the space between this avenue and the creek is reserved for manufacturing sites. The furnace and rolling mill occupy a part of this strip, but a large amount remains for future use. Any industries located there can have a track put in without delay, and get to work at once.

Provision has thus been made at the start to give every facility to works of any character, and it is a very wise provision. Another very wise thing has been done. The streets have been laid off from seven to ninety feet in width, and lots run back to twenty-foot alleys. In this way ample provision has been made for street-car lines, and for getting refuse from stores and buildings out by the alley instead of being dumped in the front street, as is often done in new towns. On the principal cross avenues, such as Chiswell and Clark, provision has been made for over-head bridges, as the town grows, thus avoiding grade crossings, which are dangerous and objectionable.

Water works are being established, with a large reservoir on Ramsey Mountain, which will give a pressure that will shove water over any building in the town. The water pipes are now being delivered. Ultimate street grades are being established, and a comprehensive sewerage plan adopted.

Fire limits have been established in advance, and within these limits no frame building can be erected.

Another feature is worthy of all praise: On a beautiful, high location, at the foot of Ramsey mountain, fronting Reed Creek, and on the other side of Miller's Run, the colored settlement has been laid out. Streets have been graded, some thirty neat two-room houses have been built, with twenty more building for respectable colored men. They will have their church and schools there, and be separated from the rest of the town, but in close proximity to their work. Up Miller's Run there are broad, beautiful flats, also reserved for manufacturing purposes, and through which a railroad track will run. I have purposely left to the last the residence portion of the town. North of the railroad the ground gradually rises, until an undulating plateau is reached, from 130 to 150 feet above the railroad.

A large modern hotel is well advanced on a spot commanding one of the most perfect views of Virginia. The mountains with their beautiful horizon lines catch the eye everywhere. The view westward up Reed creek, and embracing the famous farms of the Misses Sayer's and Mr. Joseph Kent, is one of the most exquisite pastoral scenes imaginable. On a quiet summer or autumnal evening the view from every portion of this plateau is simply entrancing. It is on this plateau that the residence lots have been laid out, and the view from most of them is finer even than from the hotel. Contour lines have been availed of to make long graceful curves and easy grades to the broad avenues leading up to the plateau.

Already a large amount of building has been done, and is going on. On Water street, running along Miller's Run, a row of attractive, comfortable three-room workmen's houses are just approaching completion. A number of five and six-room houses are under contract. Dr. Crockett is hard at work on one of the most beautiful lots on the place on a \$1,800 house. Mr. Blair, of Robinson & Blair, has bought alongside of him, on Virginia avenue, and is building. Mr. Oglesby is building a large store-house on Third street.

The old tobacco factory on the corner of 3rd street and Clark avenue has been turned into 10 handsome offices, the lower floor for real estate offices and the second floor for the Land and Improvement Company's accommodation. A large livery stable is rapidly going up on Bond street, and two handsome cottages nearly completed for offices also. The whole place is fairly alive with workmen and teams. The company has given the railroad company 25 acres of land in front of the hotel on which a stone passenger station is to be erected, surrounded by grounds with shrubbery and flowers. With very great foresight the Land Company has conveyed to the railroad company a strip of land adjoining the right of way 100 feet wide and 500 feet long for side tracks and yard for the future.

At the corner of Clark avenue and Bond street, the Land company is itself building a brick, three-story, semi-class hotel, 150 feet long.

I have dwelt thus fully on what is going on at Max Meadows for this reason: It is about the cleanest, most legitimate town enterprise that I have seen in the South.

My business requires me to travel all through Virginia and further South. I have seen a number of booming towns, and great splurges, and big advertising, and lots cut out of fields, sold at enormous prices, on promises that industries would be brought there, but at Max Meadows I find industries brought there before lots are even offered for sale. The men who have laid out this place, have quietly come in, taken hold, and spent, actually spent, or bound themselves for at least a half a million of dollars.

No place can be sure of any value, unless the men are actually there who can earn wages and spend them. This gives a foundation that cannot be shaken. I have had no opportunity of examining the prices that have been placed on the lots to be sold, but I have heard several reliable friends say that they consider them the fairest and cheapest lots that have been offered in Virginia to the investing public.

In answer to an inquiry, I am told that the company have only laid out 1,000 lots, and of these only 700 are to be offered, and that their policy is to make them both attractive and profitable to all who see fit to join with them. In the ordinary course of events, it is utterly impossible that an enterprise conducted upon such sound business principles, by long-headed, experienced and wide-awake men should fail to reach an early and brilliant success. "TRAVELER."

## THE VISITING IRON MEN.

They Pass Through Louisville and Proceed to Birmingham.

LOUISVILLE, Oct. 15.—[Special]—Three trains bearing the visiting British and German iron masters arrived this morning. The company numbered about 700, including the American iron makers present. They did not stop in Louisville, but passed on to Birmingham, Ala., where a reception has been prepared for them and they will stop a short time. Later they will visit Middlesbrough, Ky., to see extensive operations there.

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